

**2003**

**Virginia Department of Transportation**

**Daily Traffic Volume Estimates**

**Including Vehicle Classification Estimates**

where available

**Jurisdiction Report**

**73**

Prince Edward County  
Town of Farmville

Prepared By

**Virginia Department of Transportation**

**Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation**

**Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

### Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Mobility Management Division  
2003  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Prince Edward Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
15	4.49	3300	G	From:	Charlotte County Line				C	0.084	F	0.701	3300	G	2003	
				To:	73-633											
15	7.65	4300	G	From:	SR 133 Kingsville				F	0.086	F	0.709	4300	G	2003	
				To:	US 460, BUS US 15 South of Farmville											
15	2.83	7600	G	From:	US 460 West of Farmville				C	0.079	F	0.649	7600	G	2003	
				To:	BUS US 15 Northwest of Farmville											
15	4.56	8600	F	From:	Buckingham County Line				C	0.103	B	0.536	8400	F	2003	
				To:	US 15											
15	0.24	5100	G	From:	SCL Farmville				F	0.084	F	0.582	5100	G	2003	
				To:												
Town of Farmville																
Bus 15	0.72	13000	G	From:	SCL Farmville				F	0.088	F	0.649	14000	G	2003	
				To:	Old SCL Farmville											
Bus 15	Main Street	0.42	15000	G	From:	Milnwood Rd				C	0.087	F	0.528	16000	G	2003
					To:	Gilliam St										
Bus 15	Main Street	0.13	15000	G	From:	Griffin Blvd				F	0.086	F	0.504	16000	G	2003
					To:	Gross St										
Bus 15	Main Street	0.30	14000	G	From:	Putney St				F	0.083	F	0.582	15000	G	2003
					To:	High Street										
Bus 15	Main Street	0.16	11000	G	From:	Main Street				F	0.089	F	0.517	11000	G	2003
					To:	Venable Street										
Bus 15	Main Street	0.41	10000	G	From:	Oak Street				C	0.091	F	0.562	11000	G	2003
					To:	High St										
Bus 15	High Street	0.07	3500	G	From:	Third St				F	0.091	F	0.567	3800	G	2003
					To:	Oak Street										
Bus 15	High Street	0.29	3400	G	From:	Industrial Park Rd				F	0.085	F	0.514	3700	G	2003
					To:	73-695, WCL Farmville										
Prince Edward County																
Bus 15		1.22	6700	A	From:	73-695, WCL Farmville				C	0.103	A	0.604	7100	A	2003
					To:	US 15										
Town of Farmville																
45		0.10	10000	G	From:	High Street				F	0.112	F	0.506	11000	G	2003
					To:	Third St										

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Farmville																
45 Main Street	0.40	9100	G	From:	Third St				C	0.092	F	0.563	9900	G	2003	
				To:												
45 Main Street	0.18	7800	G	From:	River Rd				F	0.086	F	0.552	8500	G	2003	
				To:												
45 Main Street	0.73	6000	G	From:	Osborne Rd				C	0.088	F	0.566	6500	G	2003	
				To:	NCL Farmville											
Prince Edward County																
133	1.04	1900	G	From:	W 73-692				C	0.077	F	0.699	1900	G	2003	
				To:												
133	0.15	3300	G	From:	73-692 West of Kingsville				F	0.08	F	0.533	3300	G	2003	
				To:	US 15 Kingsville											
307	2.83	4800	A	From:	US 460				C	0.115	A	0.622	4700	A	2003	
				To:	Nottoway County Line											
360	2.23	5500	G	From:	Charlotte County Line				F	0.081	F	0.5	5300	G	2003	
				To:												
360	3.13	4900	G	From:	55-701				F	0.076	F	0.590	4700	G	2003	
				To:												
360	0.26	5300	G	From:	73-728				F	0.071	F	0.606	5100	G	2003	
				To:												
360	3.09	5000	G	From:	73-630				F	0.075	F	0.605	4900	G	2003	
				To:												
360	5.56	4700	A	From:	73-696				C	0.107	A	0.62	4600	A	2003	
				To:	Nottoway County Line											
460	1.07	6300	G	From:	Appomattox County Line				F	0.074	F	0.544	6200	G	2003	
				To:												
460	5.83	6800	G	From:	BUS US 460				F	0.076	F	0.59	6700	G	2003	
				To:												
460	5.58	8700	G	From:	73-626				F	0.076	F	0.613	8600	G	2003	
				To:												
460 15	4.56	8600	F	From:	US 15 West of Farmville				C	0.103	B	0.536	8400	F	2003	
				To:												
460	2.75	8600	G	From:	US 15 South of Farmville				F	0.069	F	0.52	8500	G	2003	
				To:												
460	4.28	12000	G	From:	BUS US 460 East of Farmville				F	0.075	F	0.556	12000	G	2003	
				To:												
460	4.44	6800	G	From:	SR 307 Rice				F	0.086	F	0.5	6700	G	2003	
				To:	Nottoway County Line											
Town of Pamplin City																
Bus 460	0.21	1400	G	From:	Appomattox County Line				C	0.083	F	0.526	1400	G	2003	
				To:	ECL Pamplin City											
Prince Edward County																
Bus 460	1.43	1400	N	From:	ECL Pamplin City				N	0.083	N	0.526	1400	N	2003	
				To:	US 460 East of Pamplin											
Bus 460 15	0.24	5100	G	From:	US 460 S				F	0.084	F	0.582	5100	G	2003	
				To:	US 15; Bus US 15											



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							2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																	
Bus 460	Bus 15	1.22	6700	A	From:	US 15; Bus US 15				C	0.103	A	0.604	7100	A	2003	
					To:	73-695											
Town of Farmville																	
Bus 460	Bus 15	Third Street	0.94	7500	G	From:	73-695, WCL Farmville				F	0.088	F	0.55	8100	G	2003
						To:	Industrial Park Rd										
Bus 460	Bus 15	Third Street	1.29	11000	G	From:	RT 15 BUS				C	0.092	F	0.533	12000	G	2003
						To:	Oak St										
Bus 460		Third St	0.67	7400	G	From:	Oak St				F	0.094	F	0.629	8000	G	2003
						To:	Main St										
Bus 460		3rd Street	0.17	8700	G	From:	Main St				C	0.087	F	0.505	9400	G	2003
						To:	Virginia St										
Bus 460		3rd Street	1.22	7400	G	From:	Virginia St				F	0.092	F	0.549	8000	G	2003
						To:	Milnwood Rd										
Bus 460		3rd Street	0.89	6800	G	From:	Milnwood Rd				F	0.095	F	0.590	7400	G	2003
						To:	ECL Farmville										
Prince Edward County																	
Bus 460			0.49	7100	G	From:	ECL Farmville				C	0.087	F	0.596	7100	G	2003
						To:	US 460										
691			0.10	120	N	From:	Charlotte County Line					NA		NA		05/07/2003	
						To:	SR 47										
600			1.05	680	G	From:	US 460 WEST				C	0.094	F	0.514	680	G	2003
						To:	US 460 EAST										
600			0.14	1300	G	From:	US 460 EAST				C	0.094	F	0.623	1300	G	2003
						To:	73-619										
600			4.03	390	R	From:	73-619					NA		NA		06/03/2002	
						To:	73-617										
601			2.10	46	R	From:	US 460					NA		NA		05/22/2002	
						To:	73-619										
602			2.72	170	R	From:	US 460					NA		NA		06/03/2002	
						To:	73-617										
603			0.10	20	R	From:	US 460					NA		NA		05/22/2002	
						To:	Dead End										
604			2.73	600	G	From:	73-671				F	0.106	F	0.626	600	G	2003
						To:	73-666 WEST										
604			1.87	810	G	From:	73-666 WEST				C	0.111	F	0.655	820	G	2003
						To:	73-686										
604			2.96	1300	G	From:	73-686				F	0.098	F	0.668	1300	G	2003
						To:	73-665										
605			1.00	70	R	From:	73-696					NA		NA		06/03/2002	
						To:	Dead End at Sandy River Reservoir										
605			0.99	30	R	From:	Dead End at Sandy River Reservoir					NA		NA		06/03/2002	
						To:	73-613										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
(605)	1.57	340	R	From:	73-613					NA			NA		06/03/2002	
				To:	73-600											
(606)	1.10	40	R	From:	73-612					NA			NA		06/03/2002	
				To:	Dead End at Sandy River Reservoir											
(606)	1.10	30	R	From:						NA			NA		06/03/2002	
				To:	73-613											
(606)	2.84	250	G	95%	2%	3%	0%	0%	0%	C	0.089	F	0.6	250	G	2003
				To:	US 460											
(607)	0.90	260	G	From:	US 360					C	0.107	F	0.577	270	G	2003
				To:	73-621 WEST											
(607)	1.10	460	G	From:	73-621 EAST					F	0.091	F	0.588	470	G	2003
				To:	73-612											
(607)	1.40	310	R	From:						NA			NA		06/03/2002	
				To:	US 460											
(608)	1.18	690	G	From:	73-626					C	0.097	F	0.754	690	G	2003
				To:	US 460 WEST											
(608)	2.68	330	R	From:	US 460 EAST					NA			NA		05/22/2002	
				To:	Buckingham County Line											
(609)	1.00	90	R	From:	73-627					NA			NA		1999	
				To:	73-653											
(609)	2.70	80	R	From:						NA			NA		1999	
				To:	73-626 SOUTH											
(609)	1.90	270	R	From:	73-626 NORTH					NA			NA		1999	
				To:	73-625											
(609)	0.60	120	R	From:						NA			NA		1999	
				To:	Buckingham County Line											
(610)	1.25	40	R	From:	73-612					NA			NA		06/03/2002	
				To:	1.25 MN 73-612											
(610)	0.35	70	R	From:						NA			NA		1999	
				To:	73-606											
(611)	2.10	48	R	From:	73-613					NA			NA		06/03/2002	
				To:	73-612											
(612)	1.36	200	R	From:	73-628					NA			NA		1999	
				To:	73-696 SOUTH											
(612)	1.65	340	G	96%	1%	2%	0%	1%	0%	C	0.091	F	0.546	340	G	2003
				To:	73-613 EAST											
(612)	2.26	240	G	96%	1%	2%	0%	1%	0%	F	0.096	F	0.654	240	G	2003
				To:	73-641											
(612)	1.54	310	G	96%	1%	2%	0%	1%	0%	F	0.1	F	0.727	310	G	2003
				To:	73-607											
(613)	1.60	90	R	From:	US 360					NA			NA		1999	
				To:	73-629 SOUTH											

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						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
613	3.08	90	R	From:	73-629 SOUTH						NA			NA		1999
				To:	73-612 EAST											
613	1.50	70	R	From:	73-612 WEST						NA			NA		06/03/2002
				To:	73-611											
613	1.30	160	R	From:	73-606						NA			NA		06/03/2002
				To:	73-605											
613	1.70	230	R	From:	Dead End						NA			NA		1999
				To:	73-696											
614	0.60	20	R	From:	Dead End						NA			NA		06/03/2002
				To:	73-657											
615	0.65	80	R	From:	US 460						NA			NA		1999
				To:	Nottoway County Line											
616	0.50	530	R	From:	US 460						NA			NA		1999
				To:	SR 307											
617	2.79	230	R	From:	73-600					C	0.091	F	0.633	310	G	2003
				To:	73-620											
617	1.49	310	G	95%	1%	2%	0%	2%	0%							
				From:	73-619						NA			NA		1999
617	0.18	250	R	To:	Amelia County Line											
				From:	73-600											
618	0.40	90	R	To:	73-620 SOUTH						NA			NA		1999
				From:	Amelia County Line											
619	3.80	740	G	96%	1%	2%	0%	1%	0%	C	0.088	F	0.578	750	G	2003
				To:	73-620 SOUTH											
619	3.20	190	R	From:	73-620 SOUTH						NA			NA		1999
				To:	Amelia County Line											
620	0.80	60	R	From:	Dead End						NA			NA		06/03/2002
				To:	73-619 NORTH											
620	3.14	70	R	From:	73-619 SOUTH						NA			NA		1999
				To:	Nottoway County Line; 73-617											
621	1.12	150	R	From:	US 360						NA			NA		1999
				To:	73-629											
621	1.20	45	R	From:	73-629						NA			NA		06/03/2002
				To:	73-641											
621	1.00	60	R	From:	73-641						NA			NA		1999
				To:	73-607 WEST											
621	0.20	350	G	94%	0%	3%	1%	1%	0%	C	0.091	F	0.667	350	G	2003
				To:	Nottoway County Line											
622	0.80	190	R	From:	Nottoway County Line						NA			NA		1999
				To:	US 360											
623	3.40	110	R	From:	73-696						NA			NA		1999
				To:	73-713											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
(623)	0.45	30	R	From	73-713						NA		NA		06/03/2002	
				To	Dead End											
(624)	0.60	70	R	From	Lunenburg County Line						NA		NA		06/03/2002	
				To												
(624)	1.40	90	R	From	73-628						NA		NA		1999	
				To	73-623											
(625)	0.50	80	R	From	Appomattox County Line						NA		NA		05/22/2002	
				To												
(625)	2.40	70	R	From	73-672						NA		NA		05/22/2002	
				To												
(625)	0.10	90	R	From	2.40 ME 73-672						NA		NA		05/22/2002	
				To	73-609											
(626)	3.34	400	G	From	73-658					F	0.109	F	0.677	400	G	2003
				To	73-650											
(626)	1.98	1000	G	From	96% 0% 2% 1% 1% 0%					C	0.086	F	0.624	1000	G	2003
				To	73-655											
(626)	0.10	700	G	From	96% 0% 2% 1% 1% 0%					F	0.088	F	0.569	710	G	2003
				To	US 460											
(626)	2.56	670	G	From	96% 0% 2% 1% 1% 0%					F	0.09	F	0.559	670	G	2003
				To	73-609 NORTH											
(626)	1.84	250	G	From	96% 0% 2% 1% 1% 0%					F	0.108	F	0.632	250	G	2003
				To	Appomattox County Line											
(627)	0.70	230	R	From	US 460						NA		NA		1999	
				To	73-609											
(627)	1.60	160	R	From							NA		NA		1999	
				To	Appomattox County Line											
(628)	2.70	70	R	From	73-624						NA		NA		1999	
				To	73-662 SOUTH											
(628)	0.85	200	R	From	73-662 NORTH						NA		NA		05/22/2002	
				To	0.85 MN 73-662											
(628)	0.15	100	R	From							NA		NA		1999	
				To	US 360											
(628)	0.10	190	R	From							NA		NA		1999	
				To	73-724											
(628)	2.30	90	R	From							NA		NA		05/22/2002	
				To	73-632 EAST											
(628)	2.16	80	R	From	73-632 WEST						NA		NA		1999	
				To												
(628)	2.79	60	R	From	2.16 MN 73-632						NA		NA		06/03/2002	
				To	73-716											
(628)	0.65	120	R	From							NA		NA		06/03/2002	
				To	73-612											
(628)	2.10	170	R	From							NA		NA		06/03/2002	
				To	73-630 SOUTH											
(628)	1.95	730	R	From	73-630 NORTH						NA		NA		1999	
				To	US 15											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
628	1.60	650	R	From:	US 15						NA			NA		1999
				To:	73-642											
628	0.80	480	G	98%	0%	1%	0%	0%	0%	C	0.123	F	0.516	480	G	2003
				To:	SCL FARMVILLE											
629	1.75	50	R	From:	73-632						NA			NA		06/03/2002
				To:	73-696 NORTH											
629	2.27	60	R	From:	73-696 SOUTH						NA			NA		1999
				To:	73-613 SOUTH											
629	1.58	70	R	From:	73-613 NORTH						NA			NA		1999
				To:	73-621											
630	1.94	470	G	95%	0%	3%	0%	2%	0%	C	0.109	F	0.558	470	G	2003
				From:	US 360 EAST											
630	0.25	520	R	From:							NA			NA		1999
				To:	73-728											
630	0.18	490	R	From:							NA			NA		1999
				To:	US 360 WEST											
630	1.33	300	G	95%	0%	2%	0%	2%	0%	C	0.121	F	0.6	300	G	2003
				From:	73-632 NORTH											
630	4.05	560	G	98%	0%	2%	0%	1%	0%	C	0.088	F	0.596	560	G	2003
				From:	73-732											
630	0.07	490	G	95%	0%	2%	0%	2%	0%	F	0.081	F	0.663	490	G	2003
				From:	73-647 SOUTH											
630	2.02	450	G	95%	0%	2%	0%	2%	0%	F	0.085	F	0.718	450	G	2003
				To:	US 15 SOUTH											
630	0.99	240	R	From:	US 15 NORTH						NA			NA		1999
				To:	73-702											
630	0.97	330	R	From:							NA			NA		1999
				To:	73-754											
630	0.18	320	R	From:							NA			NA		1999
				To:	73-711											
630	1.38	570	R	From:							NA			NA		1999
				To:	73-665											
630	0.73	750	G	97%	0%	1%	1%	1%	0%	C	0.106	F	0.586	750	G	2003
				From:	73-628 SOUTH											
630	4.13	340	R	From:							NA			NA		1999
				To:	US 460											
630	0.22	160	R	From:							NA			NA		1999
				To:	Dead End											
631	0.25	49	R	From:	73-604						NA			NA		05/20/2002
				To:	Dead End											
632	3.80	110	R	From:	73-633						NA			NA		05/22/2002
				To:	73-630 SOUTH											
632	1.80	140	R	From:	73-630 NORTH						NA			NA		1999
				To:	73-628 WEST											
632	0.50	90	R	From:							NA			NA		1999
				To:	73-628 EAST											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
632	0.60	70	R	From:	73-628 EAST						NA			NA		05/22/2002
632	1.20	48	R	To: From:	73-629						NA			NA		05/22/2002
632	0.30	60	R	To: From:	73-749						NA			NA		1999
				To:	73-696											
633	0.70	690	R	From:	US 360						NA			NA		05/22/2002
633	4.88	240	R	To: From:	73-634						NA			NA		05/22/2002
				To:	US 15											
634	2.00	310	R	From:	US 15						NA			NA		05/22/2002
634	1.95	190	R	To: From:	73-721						NA			NA		05/22/2002
				To:	73-633											
635	0.40	60	R	From:	73-654						NA			NA		1999
635	0.40	10	R	To: From:	0.40 MN 73-654						NA			NA		05/22/2002
				To:	Dead End											
636	1.28	240	G	From:	73-696					F	0.121	F	0.672	240	G	2003
636	0.85	120	R	To: From:	73-637						NA			NA		05/22/2002
636	2.55	180	G	To: From:	73-740					C	0.098	F	0.5	180	G	2003
636	0.31	50	R	To: From:	US 460						NA			NA		05/22/2002
				To:	Dead End											
637	1.89	220	G	From:	73-628					C	0.105	F	0.741	220	G	2003
				To:	73-636											
638	1.23	370	G	From:	ECL Farmville					C	0.107	F	0.595	370	G	2003
638	0.50	50	R	To: From:	73-748						NA			NA		1999
				To:	Dead End											
639	1.60	70	R	From:	73-660						NA			NA		1999
				To:	73-658 SOUTH											
639	2.50	210	R	From:	73-658 NORTH						NA			NA		1999
				To:	73-657											
640	1.79	110	R	From:	73-696						NA			NA		05/22/2002
				To:	US 460											
641	1.40	60	R	From:	73-621						NA			NA		1999
				To:	73-612											
642	0.69	800	R	From:	73-643						NA			NA		06/03/2002
				To:	73-628											

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						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
(643)	2.40	1100	G	From:	73-658				F	0.108	F	0.576	1100	G	2003	
				To:	73-642											
(643)	0.67	1000	G	From:	73-644				F	0.096	F	0.573	1000	G	2003	
				To:	SCL Farmville											
(643)	1.23	1200	G	From:	73-643				C	0.092	F	0.578	1200	G	2003	
				To:												
(644)	0.90	340	R	From:	73-695				NA			NA		06/03/2002		
				To:	Dead End											
(645)	0.30	48	R	From:	US 460				NA			NA		05/22/2002		
				To:	Dead End											
(645)	1.00	200	R	From:	US 15				NA			NA		1999		
				To:	Dead End											
(646)	0.90	160	R	From:	US 15				NA			NA		1999		
				To:	0.52 ME US 15											
(647)	0.52	60	R	From:	73-630 SOUTH				NA			NA		05/22/2002		
				To:	73-630 MID											
(647)	1.18	80	R	From:	73-715				NA			NA		05/22/2002		
				To:	73-630 NORTH											
(647)	0.25	70	R	From:	73-643				NA			NA		1999		
				To:	2.00 MN 73-643											
(648)	3.45	46	R	From:	73-649				NA			NA		1999		
				To:	73-695											
(648)	2.00	450	R	From:	US 460				NA			NA		1999		
				To:	73-727											
(648)	1.39	280	R	From:	1.00 ME 73-727				NA			NA		1999		
				To:	1.60 ME 73-727											
(648)	1.50	200	R	From:	73-648				NA			NA		1999		
				To:	73-626											
(649)	0.40	330	R	From:	73-658				NA			NA		05/20/2002		
				To:	73-609											
(649)	1.00	190	R	From:	73-690				NA			NA		1999		
				To:	3.00 ME 73-690											
(649)	0.60	180	R	From:	73-608				NA			NA		05/22/2002		
				To:												
(649)	0.70	110	R	From:					NA			NA		05/22/2002		
				To:												

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						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
(652)	5.46	150	R	From:	US 460					NA			NA		05/22/2002	
				To:	73-626											
(653)	0.90	20	R	From:	73-609					NA			NA		05/22/2002	
				To:	Dead End											
(654)	2.00	330	R	From:	73-750					NA			NA		05/22/2002	
				To:	73-652											
(654)	0.30	250	R	From:						NA			NA		1999	
(654)	1.80	540	G	To:	US 15				C	0.094	F	0.56	540	G	2003	
				To:	US 360											
(655)	0.23	330	R	From:	US 460					NA			NA		05/20/2002	
				To:	73-626											
(656)	1.30	60	R	From:	US 460					NA			NA		05/22/2002	
				To:	Dead End											
(657)	3.98	240	R	From:	US 460					NA			NA		1999	
(657)	0.25	160	R	To:	73-733					NA			NA		1999	
				From:												
(657)	0.05	60	R	To:	73-775					NA			NA		1999	
				From:												
(657)	0.32	90	R	To:	0.05 ME 73-775					NA			NA		05/20/2002	
				To:	Dead End											
(658)	1.16	70	R	From:	Dead End					NA			NA		05/22/2002	
				To:	FR-646											
(658)	0.11	70	R	From:						NA			NA		05/22/2002	
(658)	2.60	220	G	To:	US 460				C	0.114	F	0.5	220	G	2003	
				To:	98% 0% 1% 1% 0% 0%											
(658)	2.00	290	G	From:	73-639 NORTH				F	0.103	F	0.585	290	G	2003	
				To:	94% 0% 3% 1% 1% 0%											
(658)	3.30	300	G	To:	73-626				F	0.114	F	0.636	300	G	2003	
				From:	94% 0% 3% 1% 1% 0%											
(658)	4.56	460	G	To:	73-700				C	0.095	F	0.638	470	G	2003	
				To:	73-692											
(659)	0.19	70	R	From:	Dead End					NA			NA		05/20/2002	
				To:	73-664											
(659)	2.90	50	R	To:	73-658					NA			NA		05/20/2002	
				From:	73-665											
(660)	3.70	110	R	From:						NA			NA		05/20/2002	
(660)	2.90	260	R	To:	73-698					NA			NA		05/20/2002	
				To:	US 460											
(661)	2.20	60	R	From:	73-663					NA			NA		05/20/2002	
				To:	73-660											



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						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
662	1.50	340	G	From:	73-630					F	0.126	F	0.641	340	G	2003
				To:	73-766											
662	0.58	320	G	From:	93% 0% 4% 0% 3% 0%					C	0.105	F	0.636	320	G	2003
				To:	US 360											
663	4.30	90	R	From:	73-671						NA			NA		05/20/2002
				To:	SR 47											
664	3.62	160	R	From:	19-671						NA			NA		05/20/2002
				To:	73-665											
664	3.00	180	R	From:	73-658						NA			NA		05/20/2002
				To:	73-658											
665	2.72	620	G	From:	73-671					C	0.083	F	0.518	620	G	2003
				To:	73-664											
665	5.00	520	G	From:	92% 0% 2% 5% 1% 0%					F	0.133	F	0.701	520	G	2003
				To:	73-700											
665	3.25	700	G	From:	92% 0% 2% 5% 1% 0%					F	0.114	F	0.717	700	G	2003
				To:	73-604											
665	0.68	2100	G	From:	92% 0% 2% 5% 1% 0%					C	0.109	F	0.643	2100	G	2003
				To:	73-1003											
665	0.86	850	G	From:	92% 0% 2% 5% 1% 0%					F	0.097	F	0.576	860	G	2003
				To:	US 15											
665	2.32	370	G	From:	97% 0% 2% 0% 1% 0%					C	0.11	F	0.619	370	G	2003
				To:	73-630											
666	4.60	70	R	From:	73-671						NA			NA		05/20/2002
				To:	73-604 EAST											
666	3.90	100	R	From:	73-604 WEST						NA			NA		05/20/2002
				To:	73-665											
667	5.50	100	R	From:	19-671						NA			NA		05/20/2002
				To:	73-665											
668	2.60	40	R	From:	73-664						NA			NA		05/20/2002
				To:	73-682											
668	0.30	60	R	From:	73-667						NA			NA		05/20/2002
				To:	73-667											
669	1.10	100	R	From:	73-670						NA			NA		05/20/2002
				To:	73-644											
670	3.07	80	R	From:	Charlotte County Line						NA			NA		05/20/2002
				To:	73-655											
671	2.78	340	G	From:	SR 47					C	0.109	F	0.526	340	G	2003
				To:	73-665											
671	3.40	490	G	From:	96% 0% 2% 0% 1% 0%					F	0.082	F	0.663	490	G	2003
				To:	73-666											
671	3.03	480	G	From:	96% 0% 2% 0% 1% 0%					C	0.096	F	0.571	480	G	2003
				To:	US 15											

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						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
672	0.40	40	R	From:	73-625					NA			NA		05/22/2002	
				To:	Appomattox County Line											
673	0.10	40	R	From:	US 360					NA			NA		06/03/2002	
				To:	Dead End											
675	0.75	20	R	From:	Dead End					NA			NA		1999	
				To:	FR-795											
675	0.82	220	R	From:						NA			NA		1999	
				To:	73-695											
677	0.70	50	R	From:	Dead End					NA			NA		05/20/2002	
				To:	73-608											
678	0.45	120	R	From:	Dead End					NA			NA		05/22/2002	
				To:	73-695											
679	0.34	130	R	From:	US 360					NA			NA		06/03/2002	
				To:	0.35 MN US 360											
679	0.06	30	R	From:						NA			NA		06/03/2002	
				To:	Dead End											
680	0.33	20	R	From:	73-626					NA			NA		05/20/2002	
				To:	Dead End											
681	0.47	40	R	From:	73-671					NA			NA		05/20/2002	
				To:	Dead End											
682	2.10	50	R	From:	73-671					NA			NA		05/20/2002	
				To:	73-668											
683	0.70	130	R	From:	US 15 WEST					NA			NA		1999	
				To:	US 15 EAST											
685	0.98	150	R	From:	73-751					NA			NA		05/20/2002	
				To:	73-655											
686	3.25	160	R	From:	73-666					NA			NA		05/20/2002	
				To:	73-604											
687	0.12	60	R	From:	Dead End					NA			NA		1999	
				To:	73-626											
688	1.45	110	R	From:	73-619					NA			NA		05/03/2002	
				To:	Dead End											
689	1.00	6	R	From:	73-613					NA			NA		06/03/2002	
				To:	Dead End											
690	1.30	40	R	From:	73-652					NA			NA		05/22/2002	
				To:	73-651											
691	1.18	60	R	From:	73-665					NA			NA		05/22/2002	
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
(692)	0.36	2200	G	From:	73-665					F	0.084	F	0.639	2200	G	2003
				To:	SR 133 SOUTH											
(692)	1.52	1400	G	From:	SR 133 SOUTH					C	0.086	F	0.512	1400	G	2003
				To:	SR 133 NORTH											
(693)	1.00	20	R	From:	Dead End						NA		NA		05/20/2002	
				To:	1.00 ME Dead End											
(693)	0.60	60	R	From:							NA		NA		05/20/2002	
				To:	73-626											
(694)	1.00	120	R	From:	73-696						NA		NA		06/03/2002	
				To:	US 360											
(695)	2.39	790	G	From:	US 460 EAST					C	0.099	F	0.655	800	G	2003
				To:	73-768											
(695)	1.38	1100	R	From:	US 15 BUS; Gap Terminus						NA		NA		1999	
				To:	US 15 BUS; WCL Farmville											
(696)	2.29	560	G	From:	US 360					F	0.089	F	0.748	570	G	2003
				To:	73-629 NORTH											
(696)	3.12	610	G	From:	73-629 NORTH					F	0.109	F	0.733	610	G	2003
				To:	73-612 SOUTH											
(696)	1.82	980	G	From:	73-612 SOUTH					C	0.105	F	0.67	980	G	2003
				To:	73-636											
(696)	1.02	960	G	From:	73-636					F	0.096	F	0.682	960	G	2003
				To:	73-605											
(696)	2.87	1200	G	From:	73-605					C	0.099	F	0.659	1200	G	2003
				To:	US 460											
(697)	0.13	40	R	From:	Dead End						NA		NA		06/03/2002	
				To:	73-707											
(697)	0.50	70	R	From:							NA		NA		06/03/2002	
				To:	73-621											
(698)	1.45	70	R	From:	73-663						NA		NA		05/20/2002	
				To:	73-660											
(699)	1.80	40	R	From:	73-667						NA		NA		05/20/2002	
				To:	73-666											
(700)	1.50	90	R	From:	73-665						NA		NA		05/20/2002	
				To:	73-658											
(701)	2.10	20	R	From:	73-666						NA		NA		05/20/2002	
				To:	2.10 ME 73-666											
(701)	1.35	100	R	From:	Dead End; 1.35 MW 15						NA		NA		05/20/2002	
				To:	US 15											
(702)	1.30	40	R	From:	73-630						NA		NA		05/22/2002	
				To:	Dead End											
(703)	0.60	50	R	From:	ECL PAMPLIN						NA		NA		05/20/2002	
				To:	US 460 BUS											

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						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
704	0.05	240	R	From:	73-701						NA			NA		05/22/2002
				To:	US 360											
705	0.20	80	R	From:	73-604						NA			NA		05/20/2002
				To:	73-710											
705	1.30	50	R	From:	73-710						NA			NA		05/20/2002
				To:	Dead End											
706	1.10	60	R	From:	73-604						NA			NA		05/20/2002
				To:	Dead End											
707	0.28	40	R	From:	Dead End						NA			NA		06/03/2002
				To:	73-697											
708	0.50	120	R	From:	73-626						NA			NA		05/22/2002
				To:	73-652											
709	0.35	10	R	From:	Dead End						NA			NA		05/20/2002
				To:	73-665											
710	0.40	10	R	From:	Dead End						NA			NA		05/20/2002
				To:	73-705											
711	0.15	90	R	From:	73-630						NA			NA		05/22/2002
				To:	Dead End											
712	0.40	30	R	From:	Dead End						NA			NA		05/20/2002
				To:	73-604											
713	1.55	40	R	From:	73-623						NA			NA		06/03/2002
				To:	73-714											
714	1.40	50	R	From:	73-713						NA			NA		06/03/2002
				To:	Nottoway County Line											
715	0.45	10	R	From:	Dead End						NA			NA		05/22/2002
				To:	73-647											
716	0.60	30	R	From:	Dead End						NA			NA		06/03/2002
				To:	73-628											
717	0.45	5	R	From:	73-609						NA			NA		05/22/2002
				To:	Dead End											
718	0.03	220	R	From:	Lunenburg County Line						NA			NA		05/22/2002
				To:	US 360											
719	0.61	40	R	From:	SR 47						NA			NA		05/20/2002
				To:	Dead End											
720	0.65	120	R	From:	73-626						NA			NA		05/20/2002
				To:	Dead End											
721	0.75	40	R	From:	Dead End						NA			NA		05/22/2002
				To:	73-634											

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						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
722	0.50	80	R	From:	Dead End						NA			NA		06/05/2002
				To:	WCL Farmville											
723	0.90	20	R	From:	73-665						NA			NA		05/22/2002
				To:	Dead End											
724	0.25	30	R	From:	73-628						NA			NA		05/22/2002
				To:	Dead End											
725	0.40	50	R	From:	Dead End						NA			NA		05/20/2002
				To:	US 15											
726	1.10	30	R	From:	73-619						NA			NA		06/03/2002
				To:	Dead End											
727	0.60	60	R	From:	Dead End						NA			NA		05/22/2002
				To:	73-649											
728	0.43	620	R	From:	US 360 WEST						NA			NA		1999
				To:	73-630											
728	0.30	600	R	From:							NA			NA		1999
				To:	US 360 EAST											
729	0.10	30	R	From:	US 360						NA			NA		05/22/2002
				To:	Dead End											
730	0.35	40	R	From:	73-604						NA			NA		05/20/2002
				To:	Dead End											
731	0.55	47	R	From:	SR 307						NA			NA		06/03/2002
				To:	Dead End											
732	0.60	80	R	From:	73-630						NA			NA		05/22/2002
				To:	Dead End											
733	0.80	50	R	From:	Dead End						NA			NA		05/20/2002
				To:	73-657											
734	0.70	20	R	From:	Dead End						NA			NA		05/20/2002
				To:	73-660											
735	0.16	110	G	98%	0%	0%	1%	1%	0%	C	0.117	F	0.563	110	G	2003
				To:	73-600											
735	0.34	170	G	91%	3%	2%	4%	1%	0%	C	0.104	F	0.6	170	G	2003
				To:	US 460											
736	0.80	90	R	From:	US 460 SOUTH						NA			NA		06/05/2002
				To:	US 460 NORTH											
737	0.80	50	R	From:	Dead End						NA			NA		05/22/2002
				To:	73-633											
738	0.40	30	R	From:	73-626						NA			NA		05/20/2002
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
(739)	0.60	80	R	From:	73-608					NA			NA			1999
				To:	Dead End											
(740)	0.80	30	R	From:	73-636					NA			NA			05/22/2002
				To:	Dead End											
(742)	0.30	40	R	From:	Dead End					NA			NA			05/22/2002
				To:	73-630											
(743)	0.26	710	R	From:	Dead End					NA			NA			1999
				To:	SCL Farmville											
(744)	1.55	30	R	From:	US 15					NA			NA			05/20/2002
				To:	Dead End											
(745)	0.67	70	R	From:	SR 307					NA			NA			05/22/2002
				To:	Dead End											
(746)	0.86	70	R	From:	73-652					NA			NA			1999
				To:	Cul-de-Sac											
(747)	0.21	20	R	From:	73-654					NA			NA			05/22/2002
				To:	Dead End											
(748)	0.23	50	R	From:	73-638					NA			NA			06/03/2002
				To:	Dead End											
(749)	0.40	30	R	From:	Dead End					NA			NA			05/22/2002
				To:	73-632											
(750)	0.52	40	R	From:	73-654					NA			NA			1999
				To:	Dead End											
(751)	2.20	80	R	From:	73-657					NA			NA			05/20/2002
				To:	73-685											
(751)	0.02	150	R	From:	73-685					NA			NA			1999
				To:	US 460											
(752)	0.28	40	R	From:	73-633					NA			NA			05/22/2002
				To:	Dead End											
(753)	0.13	320	R	From:	CL Farmville					NA			NA			06/05/2002
				To:	Dead End											
(754)	0.25	70	R	From:	Dead End					NA			NA			05/22/2002
				To:	73-630											
(755)	0.55	50	R	From:	73-720					NA			NA			05/20/2002
				To:	Dead End											
(756)	1.20	140	R	From:	US 460					NA			NA			06/03/2002
				To:	Dead End											
(757)	0.60	30	R	From:	Dead End					NA			NA			05/20/2002
				To:	73-663											

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						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
758	0.32	270	R	From:	US 15					NA			NA			05/22/2002
				To:	Dead End											
759	1.00	20	R	From:	Dead End					NA			NA			05/20/2002
				To:	US 15											
760	0.45	60	R	From:	73-626					NA			NA			05/20/2002
				To:	Dead End											
761	0.45	10	R	From:	73-627					NA			NA			05/22/2002
				To:	Dead End											
762	0.40	70	R	From:	Dead End					NA			NA			05/20/2002
				To:	US 15											
763	0.15	60	R	From:	US 460					NA			NA			1999
				To:	Dead End											
764	0.40	40	R	From:	Dead End					NA			NA			05/20/2002
				To:	73-650											
765	0.33	20	R	From:	Dead End					NA			NA			06/03/2002
				To:	US 360											
766	0.38	30	R	From:	73-662					NA			NA			06/03/2002
				To:	Dead End											
767	0.18	80	R	From:	Dead End					NA			NA			1999
				To:	73-695											
768	0.22	90	R	From:	Dead End					NA			NA			1999
				To:	73-695											
768	0.22	1600	G	95%	0%	2%	2%	0%	0%	C	0.084	F	0.591	1600	G	2003
769	1.10	46	R	From:	73-619					NA			NA			06/03/2002
				To:	Dead End											
770	0.30	7	R	From:	73-671					NA			NA			05/20/2002
				To:	Dead End											
771	0.36	30	R	From:	Dead End					NA			NA			05/20/2002
				To:	US 15											
772	0.20	20	R	From:	73-654					NA			NA			1999
				To:	Dead End											
773	0.23	100	R	From:	73-648					NA			NA			05/22/2002
				To:	Dead End											
775	0.50	70	R	From:	Dead End					NA			NA			05/20/2002
				To:	73-657											
776	0.65	NA		From:	US 460					NA			NA			
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
778	0.34	NA				From:	US-00015(B)/APPROXIMATE LOCATION					NA		NA		
						To:	Dead End/									
779	0.16	NA				From:	73-00778(B)/					NA		NA		
						To:	73-00628(B)/									
780	0.60	50	R			From:	Dead End					NA		NA		05/22/2002
						To:	73-648									
785	0.50	10	R			From:	Dead End					NA		NA		05/20/2002
						To:	73-669									
790	0.69	180	R			From:	Dead End					NA		NA		05/20/2002
						To:	US 15									
1001	0.85	830	R			From:	Dead End					NA		NA		1999
						To:	73-692									
1002	0.07	900	R			From:	73-692					NA		NA		1999
						To:	73-1005 WEST									
1002	0.43	650	R			From:	Dead End					NA		NA		1999
						To:	Dead End									
1003	0.15	40	R			From:	Dead End					NA		NA		1999
						To:	73-692									
1004	0.20	50	R			From:	73-692					NA		NA		1999
						To:	Dead End									
1005	0.23	220	R			From:	73-1002 WEST					NA		NA		1999
						To:	73-1002 EAST									
1006	0.40	40	R			From:	Dead End					NA		NA		06/03/2002
						To:	73-692									
1007	0.10	150	R			From:	SR 133					NA		NA		1999
						To:	0.10 ME SR 133									
1007	0.25	80	R			From:	Dead End					NA		NA		1999
						To:	Dead End									
1008	0.07	45	R			From:	73-692					NA		NA		1999
						To:	Dead End									
1009	0.27	290	R			From:	SCL Farmville					NA		NA		1999
						To:	73-1010									
1009	0.23	250	R			From:	73-1010					NA		NA		1999
						To:	73-1012									
1009	0.12	230	R			From:	73-1012					NA		NA		1999
						To:	73-1011									
1009	0.17	220	R			From:	73-1011					NA		NA		1999
						To:	73-1013									
1009	0.10	30	R			From:	73-1013					NA		NA		1999
						To:	Dead End									




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						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
1010	0.16	20	R	From:	73-1025					NA			NA		1999	
				To:	73-1009											
1011	0.17	70	R	From:	73-1009					NA			NA		1999	
				To:	Dead End											
1012	0.18	80	R	From:	Dead End					NA			NA		1999	
				To:	73-1009											
1013	0.19	80	R	From:	Dead End					NA			NA		1999	
				To:	73-1009											
1014	0.43	230	R	From:	Cul-de-Sac					NA			NA		1999	
				To:	73-1015											
1014	0.19	300	R	From:	73-1015					NA			NA		1999	
				To:	73-743											
1015	0.11	60	R	From:	73-1014					NA			NA		1999	
				To:	Cul-de-Sac											
1016	0.11	40	R	From:	73-1014					NA			NA		1999	
				To:	Cul-de-Sac											
1017	0.12	50	R	From:	Dead End					NA			NA		1999	
				To:	73-1018											
1018	0.09	50	R	From:	Dead End					NA			NA		1999	
				To:	73-1017											
1020	0.11	100	R	From:	73-1021					NA			NA		06/10/2002	
				To:	73-1001											
1021	0.09	40	R	From:	Dead End					NA			NA		06/10/2002	
				To:	73-1020											
1021	0.05	30	R	From:	73-1020					NA			NA		06/10/2002	
				To:	Dead End											
1025	0.49	70	R	From:	73-1026					NA			NA		06/10/2002	
				To:	73-1010											
1025	0.17	45	R	From:	73-1010					NA			NA		06/10/2002	
				To:	Cul-de-Sac											
1026	0.05	4	R	From:	Cul-de-Sac					NA			NA		06/10/2002	
				To:	73-1025											
1030	0.70	80	R	From:	US 15					NA			NA		1999	
				To:	Dead End											
9877	0.18	1800	R	From:	Pr Edward High School					NA			NA		06/05/2002	
				To:	73-628											
9957	0.12	430	R	From:	Pr Edward Elem School					NA			NA		06/05/2002	
				To:	73-628											

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							2Axle	3+Axle	1Trail	2Trail							
Town of Farmville																	
1144	Industrial Park Dr	0.36	2000	G	From:	US 15 Third St					C	0.108	F	0.594	2200	G	2003
					To:	73-753											
1144	Industrial Park Dr	0.74	570	G	From:	96%	1%	2%	0%	0%	C	0.093	F	0.542	620	G	2003
					To:	0.74 MI N OF 73-753											
2144	2nd Street	0.13	2800	G	From:	North St					C	0.099	F	0.594	3000	G	2003
					To:	South St											
4144	North St	0.11	2300	G	From:	High St					C	0.128	F	0.52	2500	G	2003
					To:	Third St											
4144	North St	0.08	2800	G	From:	97%	0%	2%	1%	0%	C	0.098	F	0.594	3000	G	2003
					To:	Second St											
5144	South St	0.12	1900	G	From:	4Th St					C	0.106	F	0.524	2000	G	2003
					To:	3Rd St											
5144	South St	0.09	1200	G	From:	98%	0%	1%	1%	0%	C	0.115	F	0.558	1300	G	2003
					To:	2Nd St											
3851144	Griffin Blvd	0.79	3900	G	From:	Main St					C	0.096	F	0.504	4200	G	2003
					To:	High St											
3852144	High St	0.62	1800	G	From:	WCL Farmville					F	0.117	F	0.584	1900	G	2003
					To:	4Th Ave											
3852144	High St	0.38	2600	G	From:	97%	0%	1%	0%	0%	C	0.104	F	0.529	2800	G	2003
					To:	Oak St											
3853144	Virginia St	0.27	720	G	From:	Church St					C	0.111	F	0.546	770	G	2003
					To:	Longwood Ave											
3853144	Virginia St	0.10	3500	G	From:	99%	0%	1%	1%	0%	F	0.102	F	0.558	3800	G	2003
					To:	Third St											
3854144	Barrow St	0.13	1000	G	From:	First Avenue					C	0.127	F	0.54	1100	G	2003
					To:	Griffin Blvd											
3856144	Gilliam Dr	0.23	770	G	From:	4Th Ave					C	0.119	F	0.606	830	G	2003
					To:	Main St											
3857144	Venable St	0.18	2300	G	From:	High St					C	0.115	F	0.534	2500	G	2003
					To:	Main St											
3860144	Milnwood Rd	1.52	4700	G	From:	Bus US 15 Main St					C	0.093	F	0.519	5100	G	2003
					To:	Bus US 460 Third St											
3860144	Persimmon Tree Fork R	0.47	600	G	From:	98%	1%	1%	0%	0%	C	0.105	F	0.597	650	G	2003
					To:	73-638 ECL Farmville											
3862144	Plank Rd	0.58	1800	G	From:	WCL Farmville					C	0.097	F	0.574	2000	G	2003
					To:	Main St											
3862144	River Rd	0.55	770	G	From:	96%	0%	3%	0%	0%	C	0.088	F	0.782	840	G	2003
					To:	ECL Farmville											
3864144	4th Street	0.16	2400	G	From:	Main St					C	0.103	F	0.532	2600	G	2003
					To:	Virginia St											
3864144	Longwood Ave	0.55	1900	G	From:	98%	0%	1%	0%	1%	F	0.118	F	0.574	2000	G	2003
					To:	Cedar St											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Farmville																
 Longwood Ave	0.49	4100	G	From:	Cedar St				C	0.088	F	0.568	4400	G	2003	
				To:	Third St											
1st Avenue		650	G	From:	School St					0.114	F		710	G	2003	
				To:	Franklin St											
4th Avenue		80	G	From:	School St					0.152	F		90	G	2003	
				To:	Fayette St											
Agee St		800	G	From:	Cobb St					0.11	F		870	G	2003	
				To:	West Third St											
Bizarre St		180	G	From:	Georgia St					0.124	F		200	G	2003	
				To:	Jefferson St											
Cobb St		220	G	From:	Agee St					0.146	F		240	G	2003	
				To:	Holman St											
Edmund St		170	G	From:	Hill St					0.18	F		180	G	2003	
				To:	Griffin Blvd											
Georgia St		130	G	From:	Stepney St					0.14	F		140	G	2003	
				To:	Monroe St											
Holman St		220	G	From:	Cobb St					0.146	F		240	G	2003	
				To:	West Third St											
Hylawn Ave		530	G	From:	Gum St					0.123	F		570	G	2003	
				To:	ECL Farmville											
Monroe St		160	G	From:	Georgia St					0.112	F		170	G	2003	
				To:	Maryland St											
Osborne Rd		760	G	From:	Main St					0.086	F		820	G	2003	
				To:	Jefferson St											
Park Ave		180	G	From:	Watson St					0.126	F		190	G	2003	
				To:	Serpell St											
Richardson St		50	G	From:	Watson St					0.141	F		60	G	2003	
				To:	Glenn St											
School St		80	G	From:	4Th Ave					0.18	F		80	G	2003	
				To:	3Rd Ave											
Vaughan St		1200	G	From:	Longwood Ave					0.171	F		1300	G	2003	
				To:	Third St											
Watkins St		120	G	From:	Chambers St					0.114	F		130	G	2003	
				To:	Redford St											